THE BOMBAY COURIER.

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VOL. XLI.] TUESDAY, 17 SEPTEMBER, 1833. [NO. 2273.

FOR SALE BY PUBLIC AUCTION.

AT noon to-morrow, Wednesday, the 18th instant, will be sold at Messrs. FRITH BOMANJEE AND CO. superior Terries imported per *Huddersfield*.

NOTICE.

THE Effects of the late JAMES BRADY, Esq. Surgeon 2d, or Queen's Royals, will be disposed off by public auction at his late residence Colaba, on Tuesday next, the 17th instant, at 10 o'clock.

FOR sale at the Godowns of Messrs. RITCHIE STEUART AND CO., Rankin's Pale Sherry in 6 dozen cases, at Rs. 15 per dozen.

Bombay, 17th September, 1833.

JUST Published—No. 12 of the QUARTERLY ARMY LIST. Price Rupees 3.

FOR Sale—Number XX of the ORIENTAL SPORTING MAGAZINE.

CONTENTS.—No. 1 The Married Hog-Hunter,—2 Reminiscences of the Fancy,—3 Song, "Fill the Goblet to the brim,"—4 The Florikan,—5 A Bison Hunt,—6 Another Wild Elephant on the Western Coast of India,—7 Captain Mundy,—8 Animals by their proper names,—9 Splendid Exploit of a Native Infantry Regiment,—10 Lines for the O. S. M.—11 Native Pharmacopeia,—12 Hunters of Yore,—13 A Song,—14 Hunting in the Southern Mahratta Country,—15 An Epistle from the Northern Concan,—16 Steeple Chases,—17 Performances of Chesters,—18 The Hunting and Shooting Diversions of the Boondelas,—19 A Sagacious Horse,—20 The Union Coach,—Races to Come, and the Racing Calendar.

FOR SALE at the Courier Office—A CODE OF SIGNALS, with a list of Vessels and their corresponding numbers in H. M. Service, and the Commercial Navy of Great Britain, together with those belonging to the Port of Bombay. Price, one Rupee.

FOR SALE at the Courier Office—A few remaining copies of the BOMBAY CALENDAR and ALMANAC, printed on English Royal Paper for the present Year, containing [illegible]es, Regulations, and other matter of local interest not previously published.—Price 6 Rupees per copy.

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FOR FREIGHT OR PASSAGE TO LIVERPOOL,

THE Ship CALCUTTA, of 500 Tons, G. G. GRUNDY, Commander. This Ship has good accommodation for Passengers, and will be dispatched about the 1st Oct. Apply to RITCHIE, STEUART AND CO.

Bombay, 17th Sept., 1833.

FOR FREIGHT OR PASSAGE TO LONDON,

THE Teak Built Ship "LONDON," 400 Tons Register, JOHN PICKERING, commander, will sail 1st. October. Apply at this office of McGREGOR EDMOND & Co.

Bombay, 17th September, 1833.

STEAM VESSELS—CAPTAIN JOHNSTONE'S MEMORANDUM,

SIR.—The Editor of the Bengal Hurkaru having invited my attention to a Memorandum by Captain Johnstone, published in that journal of the 27th ult. I find it only necessary for the present to observe, that an attentive perusal of my pamphlet will shew, I was fully sensible of, and had duly considered, the fact exhibited by Captain Johnstone "that increase in the proportion of tonnage to power, must be with a proportionate sacrifice of speed *varying* with the size of the vessel."—In page 35 of the first, and 45 of the reprint of my pamphlet, I state, "that the vessels *having to carry thirteen day's coal*, cannot be very fast goers; if however, they have *a speed of from 5½ to 6 knots when deep*, increasing to 7½ *and* 8 *when light*, they will make the voyage as proposed &c." The *proportion* of speed sacrificed by increased tonnage, will be *reduced*, in proportion as it is obtained [illegible] additional beam, (up to [illegible]are has yet [illegible]iment) and [illegible]arried into [illegible]or the na- [illegible]. monsoon, [illegible] was with [illegible]rst, and 27 a vessel to be propelled by two forty horse engines, can be so constructed as to carry thirteen days coal, and make the voyage in all the varieties of weather experienced in the N. E. monsoon, *as proposed in my pamphlet*, I am fully convinced, nor has any thing been yet advanced to prove the contrary; more, I do not *vouch* for their doing, though it is by no means improbable.

Under a project which had mainly for its object, *to shew that Red Sea steam communication, might pay for itself;* it was, as stated in my pamphlet "imperative to adopt the *smallest* Steamer capable of contending with the weather to be experienced," but if Government, from the public or political importance of the matter, should establisn the communication (unlike a private company, or proprietor, who would be more chary of outlay, and expect not only reimbursement of current expence, but some *profit*) the outlay for larger vessels, and greater current expence would be of trifling importance; and *then* there could be no objection to vessels of 350 tons or even larger.

With repect to the employment of Hulks, or any change in the ports to be used as depots, as Captain Johnstone's plan in all its details is not yet before us, it is only necessary to observe, that the employment of hulks, so naturally suggests itself, in the first instance, that it is matter of surprise it should have been supposed it had not received due consideration as well as every *possible* arrangement of depots that could be suggested, by either my own experience, that of my brother officers, whose lives may almost be said to have been spent on the seas and shores under consideration, together with the information to be derived from the accumulated records of the voyages of the marine vessels. When however, Captain Johnstone's plan in detail is before the public, it will receive every attentive, and candid consideration.

J. H. WILSON.

Bombay, Sept. 16th.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

Lieut. W. R. Annes'ey, 15th Regt, N. I. from Cutch.
Lieut. S. Turnbull, Artillery, from Ahmednugger.
Ensign G. Remington, 11th N. I. from Tannah.
Ensign J. C Wright, 8th Regt. N. I. from Ahmednugger.

DEPARTURES.

Major Hunt, Queen's Royals, to Poonah.
Capt. Raitt, do. do. do. do.

DOMESTIC OCCURRENCE.

BIRTH.

On the 3d inst. at Rajcote, the Lady of Captain D. Shaw, 20th Regt. N. I. of a son.

SHIPPING REPORT.

ARRIVALS.

Sept. 14th.—Barque Futty Raymon, Mahomed Woomer, Naiquedah, from Mocha, 26th Augtust 1833.
Passengers—69 Pilgrims.
15th.—Ship Good Success Mr. Durant, Master, from China 24th July 1833.
Passengers.—J. Coolidge, Esq. and Mrs. Durant.

DEPARTURES,

13th.—Barque Ann, Essajee Dossajee, Naiquedah, to Calcutta.
Passengers—8 Parsees.
14th.—Arab Ship Nasser, Amber bin Salem Banama, Naiquedah, to Calcutta.
Passengers.—17 Natives.

LIST OF SHIPPING IN THE HARBOUR.

HON'BLE COMPANY'S STEAMER—Hugh Lindsay.
HON'BLE COMPANY'S BRIG.—Palinurus, and Euphrates.
HON'BLE COMPANY'S SCHOONER—Shannon.
FREE TRADERS.—Lady Feversham, General Hewitt, John Taylor, Kent, New Grove, Huddersfield, Boyne, and London.
COUNTRY SHIPS.—Futtay Eslam, Maria, Discovery, Cyrene, Futty Raymon, Good Success, and Ann.
PORTUGUESE.—Consoliel, and Amelia.
FRENCH.—Buffon.
AMERICAN BRIG.—Rupee and Waverly.

THE COURIER.

TUESDAY, 17 SEPTEMBER, 1833.

We have much pleasure in adding the name of the Rao of Cutch to the list of subscribers to the steam fund. His Highness's donation amounts to one thousand rupees.

The *Good Success* from China the 24th. July arrived yesterday. By this vessel we have received Canton papers up to the 17th. July. These however afford very little news. It is stated in the *Chinese Courier* that the trade of Java had suffered a good deal from apprehensions that were entertained there at one time of a war between great Britain and Holland. Business had been quite at a stand; and three English cruisers, which had suddenly appeared in the straits of Gaspar, had greatly increased the alarm previously felt.

About the 12th. of June, however, the arrival of the Bombay ships with the news by the *Hugh Lindsay*, restored, in a great measure, the tranquillity of the island.

We observe in the file of *Canton Registers* which we have received, a continuation of the interesting account, part of which has already been published, of the voyage made by the *Sylph* to the east coast of China. A portion of this will be found below, and the remainder, for which we have not room at present, will appear in our next.

It will be seen from an extract we have made from a Bengal paper that the circulars of the steam committee here, inviting subscriptions in aid of the efforts they are making, had arrived in Singapore, and had met with a very favourable reception. Those forwarded to China do not appear to have reached their destination by the last accounts from Canton; but, from the important effects produced there, as well as elsewhere, by the European news received via Bombay, we may reasonably anticipate they will have the desired effect.

For further particulars from the Canton pa- [illegible] and price currents, we must refer our rea- [illegible] extracts below.

CALCUTTA.

We extract from the *Canton Register* a further portion of Captain Wallace's interesting narrative of the *Sylph's* voyage to the Yellow Sea. This broken way of producing it must be very unsatisfactory to our readers, and we regret to say it is likely to be a month or more before we shall be able to gratify them with the sequel.

The *Register* gives an account of the report to the Emperor by the Governor, *Foo-yuen*, *Tetuh* and *Hoppo* of Canton, on the subject of foreign trade. "*Le*, the *Te-tuh*, considers it a matter of impossibility to prevent ships from proceeding to the North-east coast, *since the ocean, is so very wide*, and he has found out that vessels may proceed thither direct without touching in Canton Province." Of course he does all he can to prevent it. "He sends for that purpose Cruisers to keep a sharp look out," especially upon vessels proceeding from Canton. As to the complaints of the barbarian merchants, that they suffer injustice from the Hong-merchants, the Hoppo declares that they were at liberty to petition the Government; and, if their grievances were unredressed, the matter would be reported to the Emperor, and "therefore they have no reason *to creep like rats* into the seas of *Che-keang* and *Shan-tung*."

It would seem, from what appears of the Hoppo's arguments, that a question had arisen, whether it might not be expedient to remove the seat of foreign trade from Canton, or to extend it also to other ports. That such a question should be agitated at Pekin, is a sufficient proof that more importance is attached to foreign trade by the rulers of the Celestial Empire, than is generally supposed; and could a medium of diplomatic communication with the capital be established, we augur from the above fact, that the hope of obtaining liberty of trade with other great sea-port towns of the Chinese dominions, besides Canton, is no longer a chimera. We will quote the passage that has induced this remark:

"The Hoppo has examined in the matter of trade. He finds that the Hong-merchants are just in their dealings, according to their own statement; that the reduction of the port duties, three years ago, has roused the barbarian merchants to gratitude for the favor bestowed by the Great Emperor, who shews compassion towards distant foreigners. In consequence of these regulations, there came more than twenty English vessels two years ago. Up to the 17th of January of this year there had been already twenty-six ships. The Company's trade had been carried on as customary; the duties paid; and every thing was going on prosperously, and upon a firm footing. Country and other barbarian ships participated in the trade, and had nothing to complain of. He considers, therefore, the pretence of transferring the trade to other parts, on account of the injustice done to foreign merchants, as quite futile; and as a mere cloak to open a trade with other provinces, where the commodities yield a greater profit."—*Cal. Courier, August* 28.

Description of the Salt Works at Panchpadder, in Márwár. By Lieutenant A. Burnes, *Bombay Army.*

At *Panchpadder*, in *Màrwàr*, about six miles north of the river *Sùnì*, there are extensive salt works under the *Jodhpur* Government, yielding to it annually considerable revenue, in a cent. per cent. tax. The tract which furnishes the salt is a spacious saline plain, about 12 miles long and six broad, commencing three or four miles westward of the town of *Panchpadder*, and hemmed in all other sides by the sand hills of the desert.

In this space there are about seven hundred salterns, each of which is 200 feet long, by 60 broad, with a depth of 12 feet. Within this space the water, which is saline, rises from the soil to a height of four or five feet; and a jungle shrub, called *Marùrì*, is carefully disposed in layers under and over it. To these the saline particles adhere and crystallize, and in the course of two years the whole depth of liquid becomes a mass of salt, the process of crystallization commencing from the bottom.

The shrub which is so essential to this process is of a grey or ashen colour, and grows in abundance on the sand hills of the *Thar* or desert. It must possess certain properties to adapt it for the purpose. In appearance it is like the *Babùl* with thorns, but no other shrub is so suited to the manufacture of salt as *Marùrì*. *Lawn*, or *laan*, a low stunted bush, like evergreen, which is always to be found in salt and level plains, is sometimes used in its stead, but the salt is then of an inferior description. The natives say that *Marùrì* is a salt plant: it does not appear so to the taste. The fact of *lawn* serving, however indifferently, as a substitute for it, shews that it must be of a saline quality; for that shrub, when burnt, yields abundance of alkali, and never grows but in soils impregnated with salt. The salt, manufactured at *Pokran*, *Phalod* and *Sàmbar* places in *Màrwàr*, is by a different process from what is here described, and I conclude that the use of the *Marùrì* bush is peculiar to *Panchpadder*. The salt manufactured here is said to be of a superior quality, and is exported to *Malwa*, *Meywar*, &c.

The whole operation of the manufacture is tedious and expensive; the price of the labour is high, from the unhealthy and disagreeable nature of the work. A saltern costs in digging from one to two thousand rupees, and only affords a return every third year, and each successive supply from it is of an inferior description. Of the seven hundred salterns, sixty or seventy might produce annually much more, but this supply satisfies the demand. Each yield on an average about 3000 bullocks, or 8000 *man* of 40 *sir*, of the material. The salterns become unfit for use after thirty or forty repetitions of the process; they are sometimes recovered by being allowed to lie waste for a few years, and then spreading salt over the bottom of the pits; but the crystals in such cases are always small, and the salt is esteemed good or bad according to their size. When a saltern is to be again used, after the salt has been drawn from it, it is thoroughly cleared out. When the water which springs up anew from the soil begins to gurgle and shew on its surface an appearance as if rain were falling, it is time to throw in the *Marùrì*, which is carefully distributed in all places. Twenty cart loads are sufficient for a saltern.

The cold season is most favourable for the process, but crystallization goes on in the hot weather also, nor does the rain in any way injure it—indeed, it is said to favour it, though no rain water is admitted but what falls from the clouds on the surface. The inferiority of a saltern is discovered by the quantity of water left on the surface after the period for taking out the salt has elapsed: when such is the case, it is drawn off, and the salt removed.

In forming the salterns it is a custom to sink them some depth into the consistent soil, for the first six feet is little else than sand, but the white efflorescence over it, and all the earth which is removed, shews that it is equally mixed with saline particles.

The salt works are entirely worked by a tribe of people resident at *Panchpadder*, of the *Kherewàl* cast; and the *Jodhpur* Government does not interfere but to take its tax. At present, 1830, the *Kherewàl* are engaged in sinking about 30 new salterns; the salt of *Panchpadder* having of late years deteriorated from want of better management.

The scarcity of fresh water in the vicinity of these works prevents a greater quantity of salt being exported: for catttle cannot approach them after the tank or rain water fails, about March; and the inhabitants of the surrounding villages are driven to rely on the *Sùnì*, from which this necessary of life is brought in carts.

There is a temple of a goddess near these salt works, and to the influence of this lady the people entirely attribute the formation of the salt and the original discovery of it. This has given Samra Devi (for that is her name,) much celebrity, as may be imagined, where, besides the *Kherewàl's*, upwards of a thousand labourers are kept in constant employ.

The *Chàrans*, a religious sect who enjoy many immunities, are the principal purchasers of the salt of *Panchpadder*. The article is sold by bullock loads, and not by weight; and it is amusing enough to see the poor animals walking under a *double* load, that their masters may *double* the Government, and escape a portion of the taxation: for on passing the Government toll at the town, they divide the salt into smaller loads.—*Journal of the Asiatic Society for July.*

AGRA.

AGRA—Several shocks of an Earthquake were felt on cantonments, as also in the city of Agra on the night between the 26th and 27th instant. The shocks came in rapid succession, were strong, and lasted a few seconds each, but we have not heard that any accidents have happened.—*Mofussul Ukhbar, Aug.* 31st.

GWALIOR.—Mr. H. Lyndsay a writer in the Office of the Resident of Gwalior was discovered in 1829 to have embezzled a sum near 20,000 from the treasury of the Residency. He was tried for the offence at Agra, and sentenced to 6 years imprisonment, by the Commissioner Major Steuart on his return from Bombay having given a receipt in full to Major Fielding the acting Resident, a difficulty arose as to the responsibility of the parties, for though the delinquent would seem to have stated, that a large part of the money was spent by him while the latter was in charge, that officer was understood to have still objected to his liability even in part, urging indeed the part of the receipt in full being in existence. The Court of Directors have now ordered it is rumoured, that a report he furnished on the subject by the present Resident Lindsay is still in the Agra jail having paid up but 100 of the whole sum made away with. Colonel Fielding is in England.

The Baiza Bai with her troops and followers, in all 5,000 foot and 1,000 horse, are now leaving Dhoulpore and will be at Tehrah, the first stage from Agra on their district, on the 1st of September, and at Agra the following morni g at 7 A. M. Lieut. Ross 1st. Asst. to the Resident, accompanies the Bai. Her Highness will take up her residence in the house near Rikab Gunge formerly belonging to Mr. Sanders the Collector of Customs and sold by him to Biddee Chund Seyth, the Banker. It was in this house that Lord and Lady Amherst resided when at Agra in 1827, and here the Embassy from the Baiza Bai waited on Lady Amherst and her daughter, and the

nificent presents were displayed to the la-s of the station. It is a mournful contrast to the Bais followers.—*Ibid.*

COLOMBO.

PASSAGE OF THE DESERT.

As there may be many persons wishing for information respecting the preparations necessary for an overland passage homewards, I will give you the opinions which I entertain on the subject. Leave in time to embark from Bombay, by the beginning of November. All articles being much dearer in Bombay than in Ceylon, purchase every thing you require before your departure. A servant who knows Arabic is indispensably requisite, or some one who is able to interpret; by no means leave Bombay without one. A buggelow of a large size can be hired to Kossier for Rps. 400. They have a confortable cabin, and are safe. Of course the steamer is to be preferred, but is much more expensive. You will crose the Arabian gulf to Kisseen Point, and from thence coast all the way to Juddah, anchoring every night. From Juddah to Kossier is tedious, as the wind in the Red Sea is usually from the northwest, violent, and with a heavy swell. A friend of mine made the passage from Bombay to Kossier by a buggelow in 43 days, and his whole expense from Bombay to England, spending five months, and passing through France from Marseilles, was £105; he had one companion. You will require at Kossier 2 doz. bottles of water, a Persian carpet, lip salve, boat cloak, stirrups and straps for do, lantern, lamp, umbrella, gauze veil, rope, candles, hand-whip for camel. I do not mention such things as preserved meats, hams, tea, sugar, &c., as these are matters of course to all travellers. Cooking pots, spits, gridiron, and frying pan, will be found useful, as well as a hammer, chisel, nails, twine, thread, instantaneous lights, spy glass, thermometer, and similar articles. Have a chair and table made strong, and to fold, for the buggelow, which carry on across the desert. Have your plates, glasses, and so on, in a camp-case. For sleeping, the common sea-cot is as convenient as any. A small tent, though not absolutely necessary, will be found a comfort. You can wear out your old Indian clothes, in the buggelow; have some coloured ones for the Red Sea, and when you land in Egypt put on cloth. If you intend to spend much time in these parts, when you leave Bombay, shave your head, put on a scull cap, and let your beard grew. Bring as many boxes as you wish, the incovenience is only the looking after them, as camels can be procured by hundreds; let them not be too large, deep rather than broad. At Kosseir there is an English Agent who will procure you any thing you require. Let the boxes be put into the panniers or large bags of the country; bring with you rope, or a few broad leather straps with buckles would be still better. Ride on the common pack-saddle of the country, in preference to the one usually taken; fasten to it your stirrups; to your saddle-bow, your sword and a bottle of water; and to sit upon, strap your carpet and boat-cloak behind. Don't be in a hurry, see that your bridle be good, and your saddle comfortable before you set off. The desert is very cool at nights. Thermometer 35. Bread, eggs, and butter, can be procured, very excellent; a goat, either driven or carried upon a camel, will give you milk.

The wells are at the following distances, divide them as you think most convenient: Bier Inglis, 4 hours. Seid Suliman, 4. Abal Teeran 4. Sid, 3. Hammamat, 3. Ieyf-al-Ajul, 2. Legette 6. Bien Amber 5. Kenna 4. If you leave Kossier in the morning early, in three days you may easily be at Bier Amber on the borders of the valley. German Crowns, or Spanish Dollars, are the best exchange. Camels are 12 piastres each to Kenna, 18 or 20 piastres to the dollar. The best plan is to come to Kenna, and then hire a canja for Thebes: but if you think proper, you can proceed direct to Thebes from Kossier via Legette, and from thence send to Kenna for a canja. The price of the canja to Thebes and Cairo is from 20 to 30 dollars, or the same per month, if so hired. Insist upon the canja being sunk in the Nile deep, to destroy the vermin.

Dr. RICHARDSON is the best guide to Egypt, I have seen: or, if his work cannot be procured, the Modern Traveller is a good substitute. When travelling on camels, we have generally ridden on before those with our baggage at about 3 miles an hour—and have had asses with us, but seldom used them. Hodgson's Pale Ale drinks very gratefully in Egypt. A fowling piece will be found an acquisition as there are lots of ducks, geese, snipe, cormorants, pelican, quail, &c., have some shot of a large size. In Egypt, dress as you would in England, if here in winter.—*Journal, August 7.*

SINGAPORE.

DETENTION OF A SHIP AT BATAVIA.

We have been favoured with an extract of a private letter from *Batavia* relative to the detention of an English ship there, of which the following are the particulars.

The *Surry* was anchored on her arrival from Sydney *outside the roads* as her Commander thought. Captain Kemp came on shore to look for freight, and the Agent of the vessel asked him if he had brought his ship into the roads? his reply was, "No, she is outside," on which the Agent told him there was no necessity for reporting or entering his ship. The report-boat went of the vessel during the Captain's absence and the chief officer filled the report up without informing the Captain of it. On the ship's getting under weigh a few days afterwards, a gun was fired from the Guard ship, of which not knowing it was intended for him, the Captain took no notice. A boat was then sent, and he was boarded by a midshipman, who left apparently satisfied, and Captain Kemp proceeded on his way. It fell calm about noon, and another boat was sent with a Lieutenant, who conveyed Captain Kemp on board the Guard-ship, where he was detained until the Agent of the ship agreed to pay the port-dues, the Commander of the Guard ship declaring that the vessel had been in the roads. The Resident was disposed to levy a fine of 2300 rupees, upon Captain Kemp, but this was not insisted on, as there evidently had been a mistake.

This account of the occurrence has been furnished to us from an authentic source, in case any mistatement may reach this Settlement, tending to produceunpleasant consequences.

While on this subject, we may notice that an occurrence of a similar nature, but arising from a differrnt and a just cause, took place, some days ago, in this Settlement. The Hamburgh ship *Flora Jacobi*, on leaving the harbour for China on the 27th ultimo, was detained by H. M. S. *Curacoa* in consequence of the Captain's not having taken out a Port-clearance. He was subjected to a fine of 1,200 Sicca Rupees, but it was not enforced, and the vessel sailed again on the following day.—*Chroniele, August 1.*

STEAM NAVIGATION.

The subject of establishing a speedy communication between Europe and India via the Red Sea, by means of steam has occupied considerable attention of late in Calcutta and the Provinces, as well as in Bombay; and we are happy to find that the subscriptions already raised in both Presidencies, for the furtherance of the project, have far exceeded the general expectation amounting, collectively, to more than 70,000 Rs. We have seen no statement of amount of subscriptions raised in the Madras presidency, but no doubt the contributions there will suffice to increase the sum to 100,000 or a Lakh of rupees.

A Letter from the Secretary to the Committee appointed at a meeting of the inhabitants of Bombay held for the purpose of promoting the above mentioned object, has been received by a respectable Firm in this Settlement, accompanying a Report and Prospectus for establishing a steam communication between Europe and India; these have been put into our hands for the purpose of giving publicity to the latter and in the hope that the community of this Settlement. as well as those of neighbouring Settlements will contribute towards forwarding an undertaking so desirable and meritorious, as that specified in the Report. We need not dwell upon the advantages to be derived from it even at this distance, but refer to the letter and report for a clear and concise explanation of the object. Those who are sanguine in promoting the undertaking, calculate that the journey from London to Bombay can be made in 36 days; but this is scarcely possible, until, at least a regular line of packets is established and in full and effective operation. A good steamer it is supposed will make four trips up the Red Sea, during the year.

The inhabitants of a commercial port like Singapore should certainly not be behind hand in supporting an likely to prove of ultimate benefit to themselves, as well as to India in general—especially as the plan now bids fair for completion.—*Ibid*

ANJIR.

A letter of a recent date written at *Anjir* has been received from a gentleman now proceeding to Europe, by a resident at this Settlement who has kindly permitted us to extract the following humorous paragraph:—

"We arrived and anchored here yesterday morning without having come in contact with any of the rocks or shoals of the Carimata Passage, through which we had a very tedious passage, the monotony of which was only broken on one occasion, by a visit from the Raja of Sarrong Burong, who came on to pay us his respects whilst we were lying becalmed off the shores of his dominions. This Potentate complained that there had not been so many wrecks in this neighbourhood of late as could have been wished; upon which we condoled with him, but ably vindicated his friends and allies the Hon'ble Company, by assuring him that, although rich and powerful and possessed of innumerable ships they carefully abstained from employing one of them in making any further surveys of the neighbourhood; and that therefore if there were no more wrecks than had recently happened, it was evidently no fault of theirs. The Raja then invited us on shore to visit his capital of Sarrong Burong, but we declined the honour, for, however civil he might be on board there was no saying what such a lover of wrecks might have taken into his head on finding us within his clutches on shore. His highness is blind of the right eye, and looks very sinister with the other. Finding that we were not such young birds as to be enticed into his *nest*, the Raja of Sarrong Burong made us a present of six fowls and three salted eggs, and took his departure."—*Ibid.*

CHINA.

MACAO.--We hear that within the last few days seven or eight foreign seamen, recently discharged from their ships and landed at Macao, were discovered to have formed a plan for seizing the Cutter belonging to the Hon. Company's Factory, which is (usually lying in the harbour) with the intention of plundering Chinese vessels coming down the coast with specie. It is started that the affair, which altogether bears more the character of a wild idea, produced by and started over a glass of grog than any likely plot, was revealled by one of the men said to have been tampered with on the day preceding the night fixed on for its execution. Some of the parties implicated have taken their departure in the *Sylph* for Bengal.

NEW LINGUISTS.—Two of the assistants of "old *Altam*" the senior linguist, have lately been promoted to the office of linguist, under the names of *Atcheong* and *Apun*. It is understood that, for his consent to each of these, the Hoppo receives 10,000 dollars, of which about 6,000 go to himself; 1,000 to each of the two *King chings* or chief *employes* in his office; 120 to each of the six juniors, and the remainder is absorbed by the small fry of hangers on, servants, &c. &c. There are now five linguists *Achow* the second on the list not being looked upon as one of the number since his attempt at establishing himself as security-merchant last year, in conjunction with *Fuh-tsun*. The Chines say, that the latter managed to pay the Hoppo 30,000 dollars, when his funds or his courage failed him; and to the present hour, he has never paid up the remaining 20,000 which he must do before he can procure the chop for commencing business.

A considerable degree of sickness, principally bowel complaints and intermittent fevers, has of late prevailed among the Chinese. This is attributed to the changes in the weather, which, during the last fortnight, have been singularly frequent, even for Canton. The thermometer falls suddenly when the wind blows from the northward and as suddenly rises when from the south. The effect of these cold northerly winds is very peculiar:—furniture and all articles of wood, even well seasoned, warping and splitting in a few hours, from the cold and dry nature of the wind. It would be curious to solve (what appears a problem) why the southern part of China, situated within the tropics, on a level with the ocean and apparently protected by high mountains to the northward, should be thus visited with changes which in severity partake more of a great elevation, or of high latitudes and exposed situation.—*Canton Register, May 31.*

VOYAGE OF THE "SYLPH."

(Continued from the Calcutta Curier, July 20.)

After our misfortune in *Manchoo Tartary*, we were very anxious to get further down to the south. Our crew was, notwithstanding the milder weather we had near the *Shan-tung* promontory, and opposite the yellow river, very much dispirited. Disease preyed upon them,—many were frost-bitten, others coughed day and night, and several had severe attacks of the cholic. In the dead of the night we often heard the piercing cries of the sufferers; when morning dawned, our ears were greeted by the dismal noise in the forecastle. Discontent reigned amongst all; instead of alleviating their sufferings by mutual assistance, they aggravated them by constant quarrels. Some of them slept upon the rafters of the fire place; others put their benumbed toes and fingers into the hot ashes. Amputation was the immediate consequence of this imprudence.

In this state we arrived near the islet *Shawei-shan*, (called by the expedition in the "Lord Amherst" Marjoribanks' islet,) the northernmost of the *Chu-sun* group, a land mark for which all the junks coming from the north steer, in order to enter the *Woo-sung* river. It was already late in the evening of December 11th; we had shoaled to six and a half fathoms; and knowing that there were large and dangerous banks in the neighbourhood, we come to an anchor. The following day was gloomy, the weather boisterous, and the swell considerable, so that the vessel rolled a great deal. Several *Shang hae* junks tried to come under the lee of *Sha-wei-shae* to an anchor, but thereby benefited their situation very little. Another day equally as dismal elapsed, and the night was as boisterous as ever. On the 15th the weather cleared up again; we saw the lovely face of the sun, a glorious sight, and pursued our voyage to *Shang-hae*. Not far from us we espied a junk without masts, apparently floating on the surface of the sea. We at first hesitated whether we should bear down to her; for several other junks in the neighbourhood seemed to have taken notice of her forlorn situation. A *Ning-po* vessel approached so near as to hail her, and one of the crew jumped on board; but when the captain saw that a great deal of her cargo was already damaged by the water, he did not think it worth the trouble of coming to an anchor, but ran down with all sails set, towards the south, leaving the mariners to their fate. There was now a fair opportunity for Christian retalliation,—and what can be more satisfactory than to requite good for evil?—When we were on the *Kae-choo* bank, many a *Shang-hae* junk had passed without noticing us, though they could not be ignorant of our dangerous situation. Here we saw a junk forsaken by their own countrymen, and we could save her crew, though it was with considerable loss of time and risk. The jolly boat being manned, went alongside. They had hoisted the signal of distress—a white flag hanging down to the sea—and stretched forth their hands to implore our help. There was still a considerable swell on, and we had enough to do to keep the boat from being swamped. The first thing they handed to us was their idol, but we hurled it into the sea. By keeping close under the lee of the stern, we got five man into the boat; the remainder, seven in number, would also have jumped into her, and thus sunk the boat, if we had not immediately hastened back to the ship, which had laid too. As soon as the captain came on board, he wished to shew his gratitude by genuflexions and knocking head:- from this, however, he was prevented. The people were thickly dressed, and seemed also to be well fed. From them we learnt the following:—

"The vessel belongs to *Shang-hae*; she is the 841 in the register; her name is *Chow-chang-fa*; she comes from *Tae-kooshan*, in *Manchoo Tartary*, and has a cargo of peas and other *Manchoo* articles on board, the crew are natives of *Tsung-ming* island. She had previously suffered severely from stress of weather, but the preceding night she parted her anchor; the motion was very great; we threw a part of the cargo [illegible] board, cut away all the masts, [illegible] mast, freed her from the remai[illegible] scuttled the boat. Notwithst[illegible] cautions, the weather gained upo[illegible]er—we saw ourselves on the brink of destruction. A *Ning-po* vessel saved one of our number, when you appeared to our assistance."

After repeated trips, we saved them all. The wind now became light the sea subsided, and we tried to save a part of her cargo, which consisted principally of provisions. None of the sailors took it into their head to save even their clothing; we had to do every thing for them. As soon as they had got their warm bedding, they went so far as to beseech us to save nothing more—such useless men are they, when any real danger is at hand. Towards evening, when she was nearly going down, we set fire to the craft, and left her.

The men seemed to be entirely indifferent, or rather stupified. All our efforts to cheer them up proved fruitless; they stared us in the face, and scarcely uttered a sigh. The pilot might have been of service to us in such an intricate passage as that to *Shang-hae*, but he either could not or would not lend us a helping hand. When they saw the flame arising from the vessel, which one of our sailors had purposely set on fire, they exclaimed—"Oh! we see now *Amah* (the goddess of the sea, *Mastsoo-poo*) has kindled this fire, and takes now her flight to heaven!"

There was something mysterious on their whole behaviour. They had scuttled their boat and the water tank, and could not account for it. According to the general calculation, we found it rather strange that twelve men could be sufficient to manage so large a junk. To all this they could give us no explanation, and therefore we concluded seeing the many articles of clothing which were owned by none of the men saved, that a mutiny must have taken place; but we could never ascertain the fact, and their papers, which specified the number of the crew, agreed with their own statement. When we, during our progress, came near a *Sang-hae* junk at anchor, they wanted to go on board, but we chose rather to deliver them over to the government, to show the rulers of China that we were actuated by better principles than they themselves. When we therefore arrived in the *Woo-sung* river (December 20th), we handed the following memorial to Admiral *Kwang*, the military commander at this station.—

"The English supercargo *Lo* (Mr. R.'s surname) respectfully informs his honor, the chief magistrate *Shang-hae* district, *Wan*, that he saw, on the 24th of the 10th moon, a merchant vessel, bearing the name of *Chow-chang fa*, No. 841, belonging to your honorable nation, the *Keang-nun* province, without mast or anchors, floating on the surface of the sea, and having hoisted the signal of distress. Observing a *Ning-po* vessel passing her, and only saving one man, we thought it our duty, as Englishmen, and professors of the Christian religion, which commands us to succour those who are in distress and trouble; and exerted ourselves to save the lives of twelve inhabitants of the middle kingdom. This is according to the principles of our nation, for we cannot see people on the brink of destruction without upholding and rescuing them; we also imitated the Great Emperor, who cherishes compassion towards foreigners. We now present these people before your honor, and wish you peace, prosperity and happiness, whilst we hope that all these people may enjoy an equal share. This is all that we have to communicate.

12th year of Taou-kwang, 10th moon, 28th day."

The supercargo was shortly afterwards sent on shore to undergo an examination; for notwithstanding the clearest proof, the mandarins harboured suspicion. They thought these people had leagued with us, and therefore sent a clerk on board to take down their depositions separately.

Before we sent them all on shore, Mr. R. very generously offered them some money; for they had lost every thing, and were a good distance from their homes. Who would have believed that they grumbled at our giving them too little? They left us with a promise of returning, but we never saw them again, nor did the mandarin *Wan* give us an answer to our letter. Only when he was very hard pressed, and had cried down the deceitful barbarians in a chop, he changed his language and stuck up a large paper in front of the building where we resided, wherein he told the people that our humanity in saving the poor wretches was really praise-worthy; but he had already thanked us for it. We do not doubt but that these people have been restored to their homes, though we never heard any thing more about them.

It was our earnest wish to avoid all intercourse with the mandarins, and if necessity brought us in contact with them, to awaken their interest in our behalf by presenting them with twelve Chinamen, whom we had saved from the brink of destruction. Wishing to trade according to the established laws of the Empire, we were anxious to enter the river, and to try what we could do.

The weather had been before very dark and gloomy, and therefore nobody on shore could perceive the approach of the ship. When we, finally, on the morning of the 20th December, came in sight of the two forts at the entrance of the *Woo-sung* river, our friends the madarins were roused from their lethargy. They had despatched in all haste several boats to meet us. The ship having got under weigh, was rapidly carried away with the tide: this increased their anxiety to stop [illegible] inmates hav[illegible] manded wi[illegible] further, be[illegible] with us. [illegible] per place f[illegible] shewed by [illegible] h[illegible]

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Seeing us resolute, they changed their tone, became friendly and polite, and begged us only to steer clear of the bank towards the northern shore, where the *Amherst*, whilst burthened by the mandarins, from both the forts were opened upon us. As we had run foul of a junk, we were obliged to come to an anchor below *Woo-sung*. Here we hoisted our flag which bore the following inscription in large Chinese characters:

"An Indian merchantman. May the middle kingdom greatly prosper, and all the nations enjoy tranquillity. Wherever virtue, benevolence, and justice reigns, all the merchants wish to come to the market of such a country."

On our boat was written—

"An Indian merchantman. Friendly intercourse between all nations. All men within the four seas are brethren. Is it not a matter of joy, when a friend arrives from a distant country?

Most of these inscriptions is taken from Confucius, and is, in the original language, more forcible than in the translation. Hundreds of natives had collected near *Woo-sung*, and greeted us with joyful exclamations.

They were exceedingly delighted with our classical flag, and pointed to it continually.

Mr. R. and the writer went shortly afterwards in the jolly-boat on shore, to deliver the memorial and ship's report to Admiral *Kwang* the military commander of this station. When the people saw us stepping on shore, they received us most kindly, and a hundred voices asked, "here is Captain *Hoo-hea-me?* (Mr. L.) *Kwang* was on board of his junk, which, with his whole squadron, was laid up in the *Woo-sung* canal. Some officers shewed us into his presence. He was in a mean, dirty cabin, and rose as soon as he saw us enter, greatly agitated. We addressed him a friendly manner; the wrinkles of his forehead vanished, and his frown was exchanged for a smile. Where is Captain *Hoo-hea-me?* What has he done with the papers he received here? When can we expect him back? Have you any despatches from your nation? Do your countrymen and King insist upon demanding an opening of the trade? &c. were among his first questions, which he asked very rapidly. Having satisfied his curiosity upon the first points, we replied, that we sincerely hoped that they would give us permission to trade, before we demanded it. He asked with great anxiety—"have you not been to *Peking* to urge the affair?" We said, "no;" but he could not believe us: "at all events," he said, "you should first arrange the matter with our sovereign." From the whole tenor of this conversation, it appeared that the grandees of *Keang-nan* believed that such a determined nation as the English would not stoop to [illegible] this point whilst they themselves had under the physical [illegible] nor reason on their side to refuse what had been demanded. They could not persuade themselves that we should slight the *Keang-nan* trade, after having ourselves witnessed its vast importance. Yet we could tell them nothing about the measures which were in future to be adopted, and were rather down-hearted when we thought that even the first attempt had been disapproved of. We were, however, anxious to bring our own affairs to notice. "You cannot trade, according to the laws," was his answer, upon an application we made to this purpose. "Then," we said." imitate the Great Emperor, who cherishes compassion towards distant foreigners, and connive at it. At the same time we shall proceed further up the river, till you have sent us a favourable answer." He answered, "well, we will see." Tea was now served up, we talked familiary, and left him in very good humour. This is the same Admiral who was upbraided by the Emperor for having driven the *Amherst* to the north, instead of driving her to the south—a mere nautical error. He appears to be a man of no talent, but does not harbour that inveterate enmity against foreigners which is so apparent in some of his colleagues.

The ship proceeded, shortly afterwards, farther up the river. There is a deep channel with 7 to 8 fathoms, on the northern shore, till you have arrived at the first turn, where you ought to stretch over to the opposite shore. The bottom is soft mud: there are no dangers which may not be avoided by a little management, though the channel in some places is narrow. A vessel not drawing more than two fathoms may safely proceed up to *Shang hae* city, which is about fourteen miles from *Woo-sung*.

A few writers had been sent on board to examine into the case of the people whom we had saved. To satisfy all their inquiries, the Captain of the junk went on shore. The martial appearance of our vessel made a deep impression upon our visiters. Nobody disturbed us in our further progress up the river; they had even not requested us to abstain from proceeding further.—*Ibid.*

THE OPERA AT MACAO.

Our readers must forgive the intermission of one number of our paper. We could find no kind critic to send us some notes upon the "Opera;" and in utter despair, we decamped incontinently ourselves, unable any longer to resist the temptation. Our absence has been the cause of some ludicrous typographical errors in our last, for which we beg here to apologise; the *mollification* of the American Tariff is desired by the Carolinians, and as a preparatory step, they have *mullified* it. We have codemned our "Devil" to be fed on printer's ink for a month as some punishment for his carelessness. We saw the opera. Having left Canton in great joy at our escape, we went to Macao with a most amiable fit upon us, prepared to be delighted and surprised. Surprised, not that the opera should be such a thing *at all*. An opera at Macao! But to begin:

The piece was the "Edward and Christina" of Rossini, which contains some passages of great beauty; but is not, perhaps, upon the whole, one of the most effective that could have been chosen; and with so small a company. the success with which it was accomplished is certainly entitled to much admiration. The "Italian Musical Society," has had much to oppose it; but in spite of the apathy and the rapacity of the professional people from whom it very naturally expected a kind feeling and willing assistance, it has done wonders.

We will make no invidious comparisons, but say that the *ensemble* was very pleasing, the music well executed, and the vocal efforts of the performers in every way calculated to tempt the amateurs of Canton and Macao to come forward liberally in the subscription for a second set of operas, the circular for which has already made its appearance. We are not musical enough to be scientifically critical; but if we say that Signora *Caravaglia* looked warlike and princely as Edward; Signora *Schieroni* regal and disconsolate as the unhappy princess; and the gentlemen equally imposing, our readers will not quarrel with us. The attendance was very large; and to those who have lingered as long as we have been condemned to do in villainous Canton, the sight of the audience will be a rival to that of the stage. We shall live for a month upon the remembrance of bright eyes and soft voices. Thus, then, we approve of the Italian opera, and recommended all unfortunate gentlemen who are devoured by blue devils, to be off in time for the *Barbiere, La Gazza Ladra, Tancredi* and *Edward & Christina*; though in the latter, the poetry and music do require some little sacrifice of costume, and Charles the 12th of Sweden figures, *nolens volens*, in the costume of Solomon in one of Rembrandt's pictures, rather than in a lanced coat, pigtaii, jack boots and a cocked hat!—*Chinese Courier, July* 2.

Chinese Review.—A grand nautical review took place upon the 5th inst., in the Macao passage just above the Factories. The Chinese sailors and marines were reviewed by the *Tseang-keuen*, or Tartar commandant of Canton, and put through various manœuvres, such as swimming in bamboo jackets, fighting in the water, climbing, boarding boats, &c. Several large boats, containing the General and his suite, passed the Factories at about 6 A. M. and in a short time reached the reviewing ground, near the man-of-war junks. Foreigners were not permitted to be present, and the show could only be viewed from a distance. The whole affair was concluded by 9 A. M. It is usual in China to hold these exhibitions and ceremonies early in the morning.—*Chinese Courier, June* 3.

Pirates.—In consequence of the disturbances in Formosa, *Fuh keen* pirates, who have been kept down for some time, have again commenced their marauding expeditions, rendering the navigation of the Formosa channel very unsafe. The Chinese say that the Imperial marine upon the coast, is literally useless, being cowardly and inefficient, and that outrages are continually perpetrated, under their eyes, without inducing them to exert themselves in chastising the freebooters.

The Lintin fleet.—We hear that the removal of the Lintin fleet to *Ma-chow* has not taken place, in consequence of a further examination of the anchoring ground, which proves to be ill-adapted to the purpose. The paragraph in which we announced the removal of the Ships was the consequence of a popular report here that the fleet had left Lintin immediately after the survey.—*Ibid.*

Formosa.—The rebellion rages as fiercely as ever, and with the most determined resolution. The substance of our information is as follows:—

"After the supposed tranquility, the colonists from *Canton* province enlisted as soldiers to revenge themselves on the *Fo-kiën* men, and were on that account supported by the mandarins. At first they proved successful, and cut off many thousand heads, after having been joined by the garrisons; but the *Fo-kiën* men, all at once, enraged at the loss of so many of their friends, retaliated upon the aggressors, and killed many thousands. The carnage is going on without cessation, but is confined to the interior. The *Fo-kiën* men have resolved to fight to the last, till they have revenged the blood of their contrymen."

The supply of grain for *Fo-kiën* province is thus still checked; the consequence to that province in case of failure of the crops this year, may be dreadful.—*Canton Register, June* 17.

Seizure of a Smuggling Boat.—In consequence of the arrival of a new officer to take command of the naval force in the neighbourhood of Canton, some greater show of vigilance than usual has been exhibited. A proclamation has been issued, ordering the total destruction of all "fast crab," "fast shoe," and other boats, wherever they may be found! and, a few nights since, a squadron of five imperial armed boats, summoned up courage to attack a smuggling boat on her way up the river, about half a mile below the foreign factories. After a running fight of about a mile, the boat was hemmed in, and one man being killed, the rest leaped overboard, and saved themselves by swimming. One or two men of the crews of the mandarin boats, and an equal number of the smugglers are said to have been wounded, in an action which lasted for half an hour, and in which not less than 300 men were engaged. Two chests of opium were the reward of the victors, and a book was found, in which the names of all persons for whom "cargo" had been brought up, and the various articles, as opium, saltpetre, camlets, &c. were enumerated at length. This, the discovery of which might have caused serious trouble to the parties concerned, was brought back within an hour or two on payment of a "consideration" to the imperial officers. A flaming account of the battle will, no doubt, be sent to Peking, and promotion be decreed to the officers of the squadron, after which, things will revert to their old established footing. The arrival of a new officer is generally the signal for some act of this nature, but the smugglers can afford to pay so well for protection, that it would be impossible to find a China-man to resist their arguments—*Ibid.*

British Ships.—We understand on good authority that the Hong-merchants have been directed (or requested) by the Select Committee of the Hon. E. I. Company, at Macao, to refrain from securing (as it is termed) any country ship under the British flag arriving at Whampoa until their so doing is sanctioned by them.

All British ships are ordered this season to give up their licences to the Select Committee, immediately on arrival outside.—*Canton Register, July* 15.

Local.—Some days ago a passage boat was proceeding from *Canton* to *Shaou-king-foo*, a distance of one hundred miles, when it was whispered among the custom-house people that she contained smuggled opium.—A Hoppo boat accordingly set off in pursuit of her, and overtook her late in the evening. She was hailed and ordered to stop till searched: but the master refused, (being supported by a late order of government, that boats shall be searched only at the custom-house stations), and threatened to fire on the Hoppo-boat, if she attempted to search here there. The attempt was made, and the threat fulfilled; and the Hoppo-boat returned to Canton, with four men killed and twelve wounded, to lay a complaint before the Governor. Meanwhile the passage boat pursued her way, the master reporting at the first custom-house station he reached, as well as at the the end of his passage, the circumstances of the affray; and stating that when the Hoppo-boat insisted on stopping him, contrary to the regulations of government, he could not tell whether she was really what she appeared, or a pirate in disguise. On his return to Canton, he made the same report, to which the Governor replied that his orders had already been issued on the subject of searching boats, in the middle of their passage between two stations, and therefore that no blame could attach to the master of the passage boat. At this time four other of the wounded men had died.—*Ibid.*

COMMERCIAL REMARKS.

Cotton.—We have now four Bombay Cotton ships at Whampoa, and as many more on their way up, but these arrivals have had no unfavorable effect on the market, which has rather improved then retrograded.

The first sales of the new Cotton were made at 12:9 a 13 taels per picul, China price; the next at taels 13.1, but both these parcels having been resold at one and two mace per picul profit, subsequent sales have been made on a larger scale, at taels 13:4 per picul, while the old staple has been sold at various prices, from 11 a 12 taels per picul, according to quality; and some very inferior at taels 10:5 per picul, China price.

Per Bombay Ships

	Cotton.	Malwa Opium.
Per Fort William,	7,400	——
Hannah,	1,615	952
Good Success,	2,585	156
Cornwallis,	3,051	451
Sulimany,	4,448	——
John Bannerman,	4,307	262
Charles Forbes,	4,986	189
Glenelg,	5,000	80
Carron,	2,270	386
In ships previously arrived	10,857	1,340
Total Bales	46,509	Chests 3,756

Opium.—A few times sales have constituted the principal transactions in Patna during the last fortnight.

Little has been done in Benares.

Malwa has been at a nominal advance on our last quotations, but few sales of importance have been made above Sp. Drs. 600 per chest; and the dealers are now urging the circumstance of our recent arrivals for a reduction in price.

Turkey is only saleable in single piculs, and the price declining daily.—*Canton Price Current, July* 1st,

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EUROPEAN INTELLIGENCE.

PUBLIC ACCOUNTS.

We select from a very brief pamphlet, but one which has other merits besides that of brevity to recommend it, some passages containing suggestions for a new management of the public accounts, which ought to command the attention of official persons. Mr. Jones, of whose plans this book of seven octavo pages discloses the outline, has, it seems, attacked the colossus of economical method and reform, even Sir Henry Parnell himself, in his citadel, but the Right Hon. Baronet has shown himself disinclined either to make fight or to beat a parley; and failing the attention of the Right Hon. Baronet on the one hand, and on the other that of His Majesty's Finance Ministers, to his proposals, Mr. Jones intends, by some means or another, to get them laid before Parliament. Indeed, it seems that no time ought to be lost in putting the Legislature on its guard against the adoption of the French scheme of bookkeeping, so elaborately reported on, and so vehemently though vaguely applauded, when, as the pamphlet says it was but a short time after Mr. Laffitte, himself, an eminent banker, had pronounced the French book-keeping impregnable to fraud, "that *Kessner* was declared a defaulter to the amount of 450,000*l.*!"

"From remarks made by the Chanceller of the Exchequer, it appears that he intends to bring into Parliament a bill, founded on a report of Sir Henry Parnell, to improve the Exchequer. The King's commission empowers Sir Henry Parnell, and other commissioners, to go through all the departments of income and expenditure; and if they take only the same time for each, it will occupy about 20 years, with the consequent expenses, to put the whole merely on an altered, but still imperfect and false footing, liable to defalcation and fraud; because the Exchequer department and accounts, which are to be the first to receive the French and Italian dress, swill still proceed on an imperfect and fallacious basis. Mr. Jones, having read Sir Henry Parnell's report on the Exchquer, offered to show him wherein his plan is deficient, but obtained no attention. Twelve years since Mr. Jones discovered an omission of more than 29,000,000*l.* sterling in the annual Treasury account laid before Parliament; and he has ever since indeavouring to draw the attention of the Government to the false state of their accounts—but in vain. He has now memorialized the Board of Treasury of a reformed Government on the subject and hopes he shall receive the sanction of a reformed Parliament. Mr. Jones has, in his memorial, given to the Board of Treasury a plan directly opposite to Sir Henry Parnell's, which awaits their lordships' attention. The plan proposes to abolish the Exchequer as a useless and expensive establishment, and in lieu thereof to establish a Finance Board of Treasury, to consist of four commissioners, in addition to the Premier and the Chancellor of the Treasury. The arrangements of this Board would be, to receive daily, from each department of income, audited returns, in brief, of duties and taxes, &c. claimed from each district, and established to be due, and also of the monies received and expenses thereon, and of monies paid by each collector and receiver thereof, into the Bank of England to the credit of the Finance Board of Treasury. And also for the said Board to have daily sent to them, in brief, the audited returns of all claims on each department of the Government expenditure, for loans, dividends, contracts, raw materials, manufactured goods, salaries, wages, pensions, interest, bounties, &c.; all which claims would be entered in a diary on the days they would respectively full due; and thus the Board would know, from week to week, what monies would be required. The Finance Board of Treasury would then have to sign, in the week previous to claims failing due, distinct cheeks on the Bank of England for each claim; and these being issued to the treasurers and paymasters of their proper departments, to be by them countersigned, and endorsed by the claimants, would make the round of regular duties for the Board. This process would make the Board practically acquainted with every circumstance as it proceeds—would prevent the estimates for the year being exceeded—and would give an opportunity of investigating and controlling the whole income and expenditure of the Government, in that most efficient manner which cannot be done by any other mode now in operation or proposed by the Government; the Finance Board of Treasury would therefore possess these and other important advantages, of which the Exchequer can know nothing."

We have, unfortunately, not space to insert more than one of the said enumerated benefits, but we have said enough to draw public notice to the subject.

"All cash balances would be taken at once from the hands of treasurers, paymasters, sub-accountants, and clerks, and placed at the Bank of England to the credit of the Finance Board of Treasury: and thus all instances of fraud and defalcation would be prevented.

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"The question is of too great importance not to demand the attention of a committee of the House of Commons, which should consist of merchants and others, gentlemen of commercial knowledge to investigate the subject; and Mr. Jones should, of course, be instructed to attend the committee to give them information. And if the committee be composed of such gentlemen as London, Bristol, Merthyr, Birmingham Durham, &c., have elected as their representatives, and who from their extensive engagements in commercial affairs and matters of account, will be master of the question, there can be no doubt that the Chancellor, of the Exchequer will obtain a plan worthy of a reformed Parliament, and of the commercial knowledge of the United Kingdom.

"High-sounding political names are not necessary to the arrangement of the best mode in which the pecuniary business of the public should be conducted; but the advantage of Mr. Jones's practical knowledge, extending through half a century (in which time he has given plans to several hundreds of the first mercantile, banking manufacturing, and trading houses in the kingdom), it must be supposed, does so outweigh the little experience which Sir Henry Parnell can have had in such matters, that it becomes necessary that both these gentlemen's plans should be most impartially investigated before a committee whose opinions would be formed from long practical knowledge; so that the plan which, in its combined operation, comes nearest to mercantile arrangement, supplying the most efficient control over the whole pecuniary affairs of the Government, and ending in the most complete system of perfect accounts may be adopted as a great national benefit.

"And the positive necessity of this cannot but be admitted by every member of Parliament who will calmly and impartially survey the subject. For whether we look at the vast magnitude of the millions of property which is annually passing, at great risk, through the hands of receivers, collectors, treasurers, paymasters, sub-accountants, and clerks, both as to income and expenditure; or whether we look

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at the vast concerns of Government in carrying on the most extensive manufactories in the world, or in their daily extensive sales, with their ledger accounts against their debtors, constantly liable to robbery and fraud (which have actually taken place), and all which transactions are properly enough branched off into minor departments for managing the detail—yet there is no Board the daily business of which is to become acquainted with this vast business as a whole; which from its own knowledge of passing events can confirm or countermand, as may be necessary, the transactions of each revolving day, so that carelessness in collecting the income may pass unnoticed and that the estimates may be respected to which the Parliament has agreed, and the expenditure reduced below the estimate whenever it is at all practicable. Besides, the existence of such a Board, by becoming the real treasurer of the public income, would have prevented all the frauds and defalcations which have taken place; some of which have never come before the public, as we think was the case of the 29,000*l.* taken from the Navy-office a few years since. And such an efficient Board would have taken care to bring no false charge against the Deputy Cashier at Greenwich, while it would in every valuable respect be equal to the partner in an extensive mercantile establishment, whose important superintendence and acquaintance with the whole cannot be dispensed with, although they may divide the labour among various departments suited to the circumstances. The necessity of a total change from the present plan is admitted by the Government both in the existing commission of the King for investigation, and by the sending of a deputation to Paris to know how the French Government manages its affairs—a mode which was estimated so highly, that a report thereof, consisting of 161 folio pages, was printed and laid before Parliament, commencing with a declaration from M. Laffitte that their mode was altogether so perfect as to defy defalcation. And yet soon after issuing that report Kessner was declared a defaulter of 450,000*l.* Thus did this embassy end in great expense and uselessness because the new arrangement of Government transactions was committed to politicians, instead of practical men of business. Practical men would not have been guilty of so preposterous a measure as sending a deputation from this commercial nation to Paris for examples how the transactions of levying taxes, duties, &c., and of buying, selling, manfacturing, receiving, and paying money, should be conducted, and the account thereof kept. Never were we, as a commercial nation, so degraded as in that ridiculous proceeding. Practical men would have looked at home, among men of commerce, for information how such a business ought to be newly arranged and conducted. And it is to be hoped that respecting a question of such vast importance, the reformed Parliament will not suffer themselves to be dictated to by gentlemen who have thus shown, by their attempt to copy from the French, that they are quite ignorant how such matters ought to be conducted, and are consequently unequal to the task which they have undertaken. Rather it is hoped that the reformed Parliament, led by a reformed Government, will no longer suffer the millions of money which are now annually placed in the hands of subordinate persons so to continue; but agree to place the same in the hands of a Finance Board of Treasury, which shall be a Board of positive business, responsibility and control."—*Times, May* 9.

BASIL HALL'S FRAGMENTS OF VOYAGES.

We placed a high value on the two first series of this work. They were full of well-described adventure; they were occupied with numerous pleasant details of a seaman's life, unknown to literature; they were conceived in an amiable spirit; there was evidence of good-nature, paternal kindness, and gentlemanly feeling. Surely these were qualities to make us hail a further continuation of the work with satisfaction. And we now think the whole nine volumes as pretty and as useful a naval officer's library as could be well contrived; and that few books of the kind are better worth reading for landsmen;—though we must state, that the claims of the last little batch of duodecimos fall considerably short of those of their predecessors. In themselves, they are entitled to praise and general circulation, and will on the whole do good. India is their main subject. The first volume is in fact a sketch of the history of British India; and professedly contains a brief account of the rise, progress, and present state of the East India Company; "together with such details as seem calculated to illustrate the proceedings of our distant countrymen in war, in peace, and in diplomatic arrangements with the native powers." Now, we very much prefer Captain Hall's descriptions to his discussions; and even in his historical sketches he is so apt to introduce his pestilent politics, that though we may read his writings, and without difficulty detect the sophistry and hollowness of his views, still, such is his power of glozing over all the crimes of authority, such is his decided leaning for "quiet and order" at any expense, that we cannot recommend any of his writings of this class to the perusal of youth. For this reason, we are sorry that he has at all departed from his plan of giving "Fragments of his voyages and Travels," and instead, foisted into a youth's work the present state of India. The second and third volumes fall more strictly under the description of the title, and comprehend many chapters which we have read with great pleasure. The excursions in India and Ceylon are full of artist-like sketches; are interspersed with many pleasant adventures; and several are animated by glimpses of the character and behaviour of that fine commander and excellent man Sir Samuel Hood. The portrait of this officer, as gathered in the second volume, is one of the best things Captain Basil Hall has done.

The third volume describes, with much amusing detail, the process of commissioning a ship, and fitting her out. There is a good chapter on Naval Gunnery, comprehensible to the meanest capacity of landsmen. There are also some chapters on Impressment; to which the Captain is favourable only in a modified degree. Indeed this is the rule of his mind: he cannot reject any thing and "reform it altogether"—he sets about to modify; all his plans are modifications; and his art of politics might be characterized as the art of making the best of a bad thing. Substitution of another and better, is horrible to his imagination. Nevertheless, the subject being one with which he is perfectly acquainted, and being connected with many judicious improvements in naval discipline which he urges, this series of chapters is well worth attention, and contains a variety of curious information.

The third volume closes with a minute account of Sir Walter Scott's embarkation at Portsmouth in the autumn of 1831. This will be read with great interest. The anecdotes and little characteristic memorials of the last of this great man, as well as the record of the testimonials of respect that were so lavishly paid to the great author on this interesting occasion, are here accumulated, in a chapter that will often be referred to by the historian of literature.

The title page, within the compass of three square inches, contains a beautifully engraved little map of India. This is the sort of illustration that ought always to accompany books of travels: instead of a large folded map at the end of one volume, inconvenient for perpetual referrence, a map ought to be given in detail, interspersed through the work in little engravings, after the manner of this title page,—*The Spectator, May* 9.

MISCELLANEA.

THE RADICALS.—Power will soon pass to the Radicals. We wish they may be prepared for it; but to the end they must renounce their overweening self-conceits, and contempt of each other. Combination is the principle of a Government; repulsion is the characteristic of the Radicals. Each locks himself up in a martello tower, and holds out for his own wisdom against the whole world. Each Radical is the only wise man. Any one who exceeds or falls short of a particle of his creed, is naught. They have no toleration within their own sect. That they will govern at no very distant time, is to us certain; but that they may govern to any good purpose, it is necessary that they should govern their own dogmatic humours, and humanize their wisdom for the purpose of association and co-operation. Let them, (we speak of the leaders—and in the Radical party there is this peculiarity, that nearly all are leaders) if they will suppose themselves too wise for this world; and then, seeing the necessity of applying to its business, renounce the employment of that superhuman excess of wisdom which stands in the way of their agreement with any other mortal man. Hypochondriacs have imagined themselves all sorts of unaccommodating things. Every Radical of mark imagines that his head is so great that it fills the universe; and will suffer no other being to come near him. In the House of Commons each is his own host; and the superlatively crotchety of them will go with the Tories occasionally, rather than seem to herd with men of their common denomination. In the House each holds his martello tower, (he would scorn to stand rank and rank, or to put shoulder to shoulder,) and his single gun on a swivel carriage, ranges to all points of the compass! Oh, that they would cast off their stone doublets, and link themselves in generous brotherwood for common purposes with common differences, against the common foe. No party compromises are necessary; all principles may be safe, all desires free, no object surrendered, and yet a judicious, effective marshalling of them may be accomplished. *Non omnia possumus omnes*, is a truth not in the Radical oracles; *hoc age* is also a maxim unreceived by them; or else each reads the *hoc* to be his favourite object. Corresponding with the peculiarity that each Radical is leader, is the fact that each Radical's hobby is to run first in the race of improvement. All these conceits will be rubbed down in time; but as the period of Radical ascendency seems approaching with unexpected rapidity, (owing to the alacrity of the Whigs in disgracing themselves,) we have fears lest they should not be subdued against the juncture when they would be most provokingly and mischievously detrimental. Friends, advocates, as we are of the Radicals, we cannot be friends of their weakness; and we here tell them, the more prominent Radicals of London, that self REFORM is a Reform absolutely necessary to their utility. They will soon be called to a great work; and we wish they may come to it in a meeker and more tolerant and modest spirit than they are accustomed to display. He says a good observer, who is always wise, is not so wise as he thinks himself.—*Tait's Edinburgh Magazine.*

CARPING AND CROAKING, OR GOOD AND EVIL RELATIVE IN POLITICAL SCIENCE.—In political economy no effect is insulated, every thing is correlative; no convenience, how great soever, that is not necessarily accompanied by, and bought at the expense of an inconvenience. If then an event be desirable, it is not that it is from inconvenience (for no such measure of political economy, or of government in any branch of government, ever did or can exist;) but that the sum of the convenience resulting from it exceeds more or less the sum of the inconvenience. It follows that whenever a new measure in this line is proposed, or an existing measure maintained and defended, propositions mentioning inconveniences and mischief as flowing from that measure may be all just; and at the same time the inference, if any be built upon them, in condemnation of the measure perfectly unfounded; that is as unfounded as it is possible for a political conclusion to be.—*Bentham.*

EAST INDIA COMPANY.—Yesterday, at the East India House, the proprietors decided, by ballot, in favor of Sir J. Malcolm's motion, offering thanks to the directors, for the ability zeal, and integrity, with which they have supported the Company's interests in the negotiations with government; offering to accept the government of India, independently of its commerce, if vested with full powers, and after a fair adjustment of their claims, or an honest reservation of their rights.—*Atlas, May* 5.

FALL OF TURKEY.—The signs of the times are fearfully portentous, and the sultan seems to read their meaning. His splendid new palace is built on the Asiatic shore; and, by a curious coincidence, the spot on which it is erected is called "The Valley of the Cross." The empire is fast falling to pieces in every direction. Greece, one of its fairest portions, is already swept away—Bosnia gets up an almost annual rebellion, which every year becomes more difficult to quell. Albania has long been watching an opportunity to assure its independence—and now the Pacha of Egypt has openly thrown off his allegiance, and Syria is already in his hands. I cannot for a moment doubt that his final success will be the signal for the total dismemberment of the Ottoman dominions; an event which it will be impossible to regret. A wiser and auspicious government will, it may be hoped, snceeed. That vast extent of favoured and fertile territory, which has so long been withered up under the blight of despotism, when relieved from the nightmare of oppression, will rapidly develop its rich and manifold resources; population will spring forward in the race of increase with an elasticity unknown for ages; the wealth and happiness of Europe and the Levant will be augmented by a vast and varied commerce, of which no human eye can see the extent or termination: and smiling provinces, and a happy people, will succeed to that "barbarous anarchic despotism," to quote the language of a master-spirit, "beneath which the finest countries in the most genial climates in the world, are wasted by *peace* more than any others have been wasted by *war*—where arts are unknown—where manufactures languish—where science is extinguished—where agriculture decays—where the human race itself seems to melt away, and perish under the eye of the observer."—*Sketches in Greece &c.*

MORTALITY FROM THE BLACK PLAGUE OF THE FOURTEENTH CENTURY.—Dr. Babbington, in his well-timed and interesting translation of Hecker's book with this title, says;—"Cairo lost daily, when the plague was raging with its greatest violence, from 10,000 to 15,000, being as many as in modern times great plagues have carried off during their whole course. In China, more than thirteen millions are said to have died; and this is in correspondence with the certainly exaggerated accounts from the rest of Asia. India was depopulated. Tartary, the Tartar kingdom of Kaptschak, Mesopotamia, Syria, Armenia, were covered with dead bodies. The Kurds fled in vain to the mountains. In Caramania and Cæsarea none were left alive. On the roads, in the camp, in the caravanserais, unburied bodies alone were seen; and a few cities only (Arabian historians name Maarael nooman, Schisur, and Harem) remained in an unaccountable manner free. In Aleppo five hundred died daily; 22,000 people, and most of the animals, were carried off in Gaza, within six weeks. Cyprus lost almost all its inhabitants, and ships without crews were often seen in the Mediterranean, as afterwards in the North Sea, driving about and spreading the plague wherever they went on shore. It was reported to Pope Clement at Avignon that throughout the East probably, with the exception of China, 23,840,000 people had fallen victims to the plague. **** In Florence there died 60,000. in Venice 100,000, in Marseilles, in one month 16,000; in Siena 70,000. In Paris 50,000, in St. Denis 14,000, in Avignon 60,000, in Strasburg 16,000, in Lubeck 9,000, in Basle 14,000, in Erfurt at least 16,000, in Weimur 5,000, in Limburg 2,500. In London at least 100,000, in Norwich 61,000, in Italy 30,000. In many places in France not more than two out of twenty of the inhabitants were left alive; and the capital felt the fury of the plague alike in the palace and the cot. Two queens, one bishop, and great numbers of other distinguished persons fell a sacrifice to it; and more than 500 a day died in the Hotel Dieu. The churchyards were soon unable to contain the dead, and many houses, left without inhabitants, fell to ruins.—*Portsmouth, Portsea and Gosport Herald, May* 17.

SUNDAY RECREATIONS.—*Higher Orders.*—Lying in bed, riding about, nodding and winking, cutting and cultivating, showing off, showing up, setting down, D. I. O., away we go; talking at Tattersall's, lounging at club, Sunday papers, sporting and *double entendre*; home to dress; *grand* dinner, eating too much, devilish fine; *playing* too little, *pigeons* so shy on a Sunday; *soiree musicale*, d—d bore; *conversaisone*, almost *ditto*; cursed head-ache, soda and hock, and so to bed rather queerish. *Middle Orders*—Jolly good breakfast; uncommon clean shave; posting the books; totting up; profit; pretty well, thank you *Mr. Myself*; Sunday paper full of fun, and coming it strong! Jolly good dinner. Jaunt to somewhere—*shay* or omnibus. Pity poor horses! poor devils! Blow a cloud. Three or four grogs—hot *with*, or cold *without*. Rattle home again. Pity poor devils of horses; quite blowed, and dead beat; cheap riding though. Jolly good supper. A couple of grogs. Another cloud, and so to bed pretty comfortable. *Lower Orders.*—Up and out. A knock over the liver. *Shy* for another; *lost*; d—n the luck! Gu[illegible] Wife to market. Barber's shop [illegible] a turn; an hour and a half. Another knock, shy for another, win—strike me lucky. Growling wife; give her a whack. Take a snooze. Squalling kids: "more dinner, Daddy;" Dinner be d—d, and the swipes too. Toddle out of it in quick time. Another knock at the *ginnegan*. Ditto repeated. Copenhagen fields. Capital cat hunt. Slap up dog fight. Bit of a mill. Toss for a tater and kidney. Tom and Jerry shops. Two pots of heavy above board. Four qvart'ns [illegible] max *on the sly*. *Sportin* papers, my eyes. Lot of pipes. A *regular* wrangle. Mizzle home, wife sings out. Give her a *settler*—and so turn in, rather muzzy. *To-morrow.* St. Monday.—*From George Cruikshank's Sunday in London*

THE ARMS OF NAPOLEON.—We announced, some time ago the opinion of eminent Counsel, that the arms of Napoleon, bequeathed by him to his son, and received in trust, to be deliv ered to him at a period fixed by the ex-Emperor, became, by the death of the Duke de Reichsta dt, the property of France. This opinion has since been confirmed by the adhesion of numerous members of the bar, all of whom agreed that the Archduchess Maria Louisa could have no claim to them whatever. The question which remained undecided, seems now to be set at rest, in conformity to the Counsel's opinion, by the following letter, addressed by the eldest brother of the late Emperor to the gentlemen who signed the opinion:—"London, April 28, 1833. —Gentlemen,—Your opinion on the arms of the the Emperor Napoleon appear to me decisions which cannot be invalidated by the public or the tribunals. Let these arms be appended, by General Bertrand, to the national column, and confided to the protection of the people of Paris; he who received them from Napoleon with his last breath, cannot betray his wishes, by delivering them into the hands of enemies, of whatever country they may be. Let us not demand more at the present moment, when the exile and dispersion of the family of Napoleon still exist, ought not this column to receive his ashes? Should not its summit be adorned with his statue? The nation will show itself just when it shall have become itself by the destruction of the treaties of 1815, which maintain the anti national system imposed upon it by a few men who have formed a wrong opinion of the public wishes. As to the family of Napoleon, whatever may be said to the contrary by crafty enemies, they have no other *pretension* than that of serving their country. Their only right, as that of all who are oppressed, consists in raising their voices against the oppressors who excluded them from their native country. Ac cept, &c. JOSEPH NAPOLEON BONAPARTE."

HANGING FOR A LIVELIHOOD.—There is a fellow going about the villages near London, who contrives to make a very profitable [illegible] livelihood by hanging himself. His method first, to select some tree by the roadside, near the foot of which he strews a few pieces of paper which appear to be fragments of a letter addressed to his wife. He next suspends himself with a rotten cord, which, breaking, leaves him prostrate beneath it; in this situation he remains till some passenger notices his apparently awful condition. He counterfeits returning animation so naturally that the sympathy of the stranger is awakened, to whose inquiries he replies with a tale of distress, tells a long story of his wife and children and says he is a reduced clerk on his way home.—At Acton deception of this description was practised lately; the impostor succeeded in getting himself conveyed free to Birmingham, with 7*l.* or 8*l.* in his pocket, subscribed by the humane gentry of the neighbourhood. Last week a similar occurrence took place at Norwood, in Surrey; the person was brought into the inn kept by Neale, the ex-pugilist, where some 10*s.* or 15*s.* were subscribed for him; he was subsequently taken before a magistrate, who, after admonishing him upon the enormity of his suicidal attempt, discharged him. The parish clerk of Acton was led by suspicion to make some inquiries about the man at Norwood, when from the similitude of the person described, the contents of his pockets, and other corroborating circumstances, there is no doubt it was the same person.

STEAM ENGINES OF WAR.—Since "nothing is new under the sun," why may we not again see the day when, like Sisera, the general of Jabin, king of Syria, we shall carry into campaign nine hundred *chariots of iron?* Let us consider the effect of a *platoon of locomotives* moving along a road against a closely cemented column of the enemy. Its united muscular strength, if it could be applied, would not stop them. The column must be shattered or crushed; and if either work should be left unfinished, it is only necessary to turn the steam, and back they will come with equal force, to the utter destruction of every thing that may attempt to oppose them. It is perfectly true that cannon could destroy the machinery, and so it will the wheels and limbes of guns, but this is deemed no valid reason against the employment of artillery. Consider, again, the effect of their astounding noises upon cavalry—the power they could afford of advancing or retiring a range of armed block-houses (if we may so term that which is made of proof iron plates), for the protection of any weak point of the line, or to cover an attack, and many other purposes.—*United Service Journal.*

The amount of the expenses paid by the Treasury on account of committees of the House of Commons for the year 1832, was 9,076*l.* 12*s.* 3*d.* The most expensive items are, Committee on East India Affairs, 1,018*l.* 19[illegible]; Irish Tithes, 771*l.* 15*s.*; Disturbed State of Ireland, 1,091*l.* 18*s.*; Factories' Regulation Bill, 1,577*l.* 0*s.* 6*d.*

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